



# County of San Diego

## DEPARTMENT OF PUBLIC WORKS

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April 30, 2009

### **CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/04)**

1. Title; Project Number:  
Calavo Drive Drainage Improvement Project; FCDT-00255
2. Lead agency name and address:  
County of San Diego, Department of Public Works  
5469 Kearny Villa Road, Suite 305  
San Diego, CA 92123
3. a. Contact Lorrie Bradley, Environmental Planner  
b. Phone number: (858) 874-4055  
c. E-mail: [Lorrie.Bradley@sdcounty.ca.gov](mailto:Lorrie.Bradley@sdcounty.ca.gov).
4. Project location: Thomas Brothers Coordinates: Page 1271 F-4  
  
The proposed project is located on Calavo Drive in the community of Mount Helix, an unincorporated portion of San Diego County.
5. Project Applicant name and address:  
  
County of San Diego, Department of Public Works  
Capital Improvement Project Development  
5555 Overland Drive, M.S. 0340  
San Diego, CA 92123
6. General Plan Designation  
Community Plan: Valle de Oro  
Land Use Designation: N/A  
Density: N/A
7. Zoning  
Use Regulation: N/A  
Minimum Lot Size: N/A  
Special Area Regulation: N/A

8. Description of project:

The proposed project is the replacement and improvement of RGP 53 facility FC-103, with the installation of a ten-foot by seven-foot reinforced box culvert (RCB), head and wing walls, concrete aprons and cutoff walls, and energy dissipators at each end. FC-103 in its current state cannot adequately convey large stormwater flows. Therefore a new culvert, approximately 95 feet in length will be constructed to replace the existing structure. The project will affect approximately 141 square feet (ft<sup>2</sup>) of unlined channel bottom at the inlet and 160 ft<sup>2</sup> at the outlet; 564 ft<sup>2</sup> of unlined channel bank at the inlet and 477 ft<sup>2</sup> at the outlet. Those portions of the proposed project that will result in the location of improvements in the existing unlined channel have previously been addressed and mitigated as part of the RGP-53 program. No additional mitigation would be required.

Ancillary elements of the proposed project include widening Calavo Drive (where it crosses the channel) to forty feet with tapered approaches on each side of the channel, adding curb and gutter, and pathways on either side of the street. In addition, the proposed project will require relocation of a portion of an eight-inch water line, an eight-inch sewer line, and the replacement of fencing. A construction staging area with a stabilized entrance will be located within the existing right of way adjacent to the southern limits of the project area. Furthermore, the project will require the acquisition of drainage and temporary construction easements from the properties on the upstream and downstream sides of the proposed culvert.

9. Surrounding land uses and setting:

The project site is surrounded by residential uses. Commercial uses occur approximately one third mile to the east along Avocado Boulevard. The topography of the area surrounding the project site consists of gently sloping hills. The site is located within one half mile of Highway 94.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

<b><u>Permit Type/Action</u></b>	<b><u>Agency</u></b>
401 Permit - Water Quality Certification	Regional Water Quality Control Board (RWQCB)
404 Permit – Dredge and Fill	US Army Corps of Engineers (ACOE)
1603 – Streambed Alteration Agreement	CA Department of Fish and Game (CDFG)
General Construction Storm water Permit	RWQCB

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

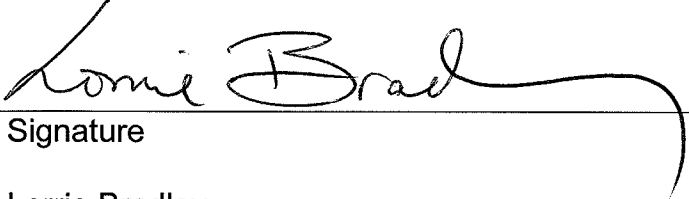
☒ NONE

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> <u>Aesthetics</u>                      | <input type="checkbox"/> <u>Agricultural Resources</u>             | <input type="checkbox"/> <u>Air Quality</u>              |
| <input type="checkbox"/> <u>Biological Resources</u>            | <input type="checkbox"/> <u>Cultural Resources</u>                 | <input type="checkbox"/> <u>Geology &amp; Soils</u>      |
| <input type="checkbox"/> <u>Hazards &amp; Haz. Materials</u>    | <input type="checkbox"/> <u>Hydrology &amp; Water Quality</u>      | <input type="checkbox"/> <u>Land Use &amp; Planning</u>  |
| <input type="checkbox"/> <u>Mineral Resources</u>               | <input type="checkbox"/> <u>Noise</u>                              | <input type="checkbox"/> <u>Population &amp; Housing</u> |
| <input type="checkbox"/> <u>Public Services</u>                 | <input type="checkbox"/> <u>Recreation</u>                         | <input type="checkbox"/> <u>Transportation/Traffic</u>   |
| <input type="checkbox"/> <u>Utilities &amp; Service Systems</u> | <input type="checkbox"/> <u>Mandatory Findings of Significance</u> |  |

**DETERMINATION:**

On the basis of this initial evaluation:

- ☒ On the basis of this Initial Study, the Department of Public Works finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ On the basis of this Initial Study, the Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

  
Signature

Lorrie Bradley  
Printed Name

April 30, 2009

Date

Land Use/Environmental Planner  
Title

## **INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance

**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

**No Impact:** The project site is located within a residential neighborhood on Calavo Drive between Louisa Drive and Centinella Drive. Based on a site visit by County staff Lorrie Bradley on January 29, 2009, the proposed project is not located near or within, or visible from, a scenic vista and will not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. Therefore, the proposed project will not have an adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic (Caltrans - California Scenic Highway Program). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

**No Impact:** Based on a site visit completed by Lorrie Bradley on January 29, 2009 the proposed project is not located near or visible within the composite viewshed of a State scenic highway and will not damage or remove visual resources within a State scenic highway. The project site is located along a residential street within a residential neighborhood and cannot be seen from a State scenic highway. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project does not propose any permanent visible alterations to the visual environment, including landform modification. The proposed project is the replacement and improvement of an existing culvert on Calavo Drive between Louisa Drive and Centinella Drive. The existing channel is disturbed as a result of dumping (concrete block) and intrusion into the channel by adjacent residences. Therefore, the project will not alter the existing visual character or quality of the project site and surrounding area.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

## **II. AGRICULTURAL RESOURCES** -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to

the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch corrugated metal pipe (CMP) type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) on Calavo Drive between Louisa Drive and Centinella Drive. The project site is mapped as "built-up/urban" and does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance will be converted to a non-agricultural use resulting in a finding of *no impact*.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site is zoned RS 4 and RR 2, both of which allow for agricultural uses. However, the proposed project will not result in a conflict in zoning for agricultural use, because the project area is currently developed. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract and results in a finding of *no impact*.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project site and surrounding area are developed with residential uses, and do not contain any active agricultural operations or lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. No Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance, or active agricultural operations will be converted to a non-agricultural use. Therefore, the project will not result in impacts associated with the conversion of agricultural resources.

**III. AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes development that was anticipated in SANDAG growth projections used in development of the RAQS and SIP. Construction of the project will result in temporary emissions of ozone precursors that were considered as a part of the RAQS. Once the construction phase has been completed, the project will not result in emissions. As such, the proposed project is not expected to conflict with either the RAQS or the SIP.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established



guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

**Less Than Significant Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The new box culvert will be placed in the same location as the existing pipe culvert. However, grading operations associated with the construction of the project are minimal and would be subject to County of San Diego Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase would be minimal, temporary and localized, resulting in pollutant emissions below the screening-level criteria established by the LUEG guidelines for determining significance. As such, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the project will result in a less than significant impact with regard to air quality.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone ( $O_3$ ). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns ( $PM_{10}$ ) under the CAAQS.  $O_3$  is formed when volatile organic compounds (VOCs) and nitrogen oxides ( $NO_x$ ) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of  $PM_{10}$  in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

**Less Than Significant Impact:** Air quality emissions associated with the project include emissions of PM<sub>10</sub>, NO<sub>x</sub> and VOCs from construction/grading activities. However, grading operations associated with the construction of the project are minimal and would be subject to County of San Diego Grading Ordinance; which requires the implementation of dust control measures. Emissions from the construction phase would be minimal, localized and temporary resulting in PM<sub>10</sub> and VOC emissions below the screening-level criteria established by the LUEG guidelines for determining significance.

d) Expose sensitive receptors to substantial pollutant concentrations?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12<sup>th</sup> Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly

**Less Than Significant Impact:** The following sensitive receptors have been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project: residential uses. However, this project does not propose uses or activities that would result in exposure of these identified sensitive receptors to significant pollutant concentrations and will not place sensitive receptors near carbon monoxide hotspots. In addition, the project will not contribute to a cumulatively considerable exposure of sensitive receptors to substantial pollutant concentrations because the proposed project as well as the listed projects have emissions below the screening-level criteria established by the LUEG guidelines for determining significance. Furthermore, once the replacement of the culvert is complete, the project will not produce any emissions. Therefore, the project will result in a less than significant impact associated with the exposure of sensitive receptors to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a

ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) on Calavo Drive between Louisa Drive and Centinella Drive. The project could produce objectionable odors, which would result from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, aldehydes, amines, carbonyls, esters, disulfides dust and endotoxins from the construction and operational phases. However, these substances, if present at all, would only be in trace amounts (less than  $1 \mu\text{g}/\text{m}^3$ ). Therefore, the project will result in a less than significant impact with regard to exposing a substantial number of people to objectionable odors.

**IV. BIOLOGICAL RESOURCES** -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, a site visit by ESU staff on January 29, 2009, and a Biological Resources Letter Report dated April 3, 2009 prepared by RECON Environmental, Inc., County staff biologist, Lorrie Bradley, has determined that no native vegetation communities or habitats exist on or adjacent to the site because it has been completely disturbed. Therefore, the project will not have a substantial adverse effect on any candidate, sensitive, or special status species and would not contribute to cumulative impacts to these designated species.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** County staff biologist, Lorrie Bradley, conducted a site visit on January 29, 2009 and reviewed a Biological Resources Letter Report dated April 3, 2009 prepared by RECON Environmental, Inc. for the project. As a result, staff has determined that the proposed project site does not contain any riparian habitat or other sensitive natural

communities as defined by the County of San Diego Multiple Species Conservation Program (MSCP), County of San Diego Resource Protection Ordinance (RPO), Natural Community Conservation Plan (NCCP), Fish and Game Code, Endangered Species Act, Clean Water Act, or any other local or regional plans, policies or regulations. In addition, no riparian habitat or other sensitive natural community has been identified within or adjacent to the area proposed for off-site impacts resulting from road improvements, utility extensions, etc. Therefore, the project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:**

The project site contains federally protected wetlands defined by Section 404 of the Clean Water Act that include Non-wetland Waters of the U.S. A site visit was conducted by staff biologist Lorrie Bradley on January 29, 2009 and staff reviewed the wetland delineation prepared by RECON Environmental, and determined the project to be in compliance with Section 404 of the Clean Water Act. The portion of the channel to be affected by the proposed project is subject to periodic disturbance from flood control maintenance activities authorized and mitigated under the RGP 53 program (facility FC-103). Therefore, the proposed project will not result in a substantial adverse effect on federally protected wetlands and no further mitigation is required.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, a site visit and a Biological Resources Letter Report dated April 3, 2009 prepared by RECON Environmental, Inc., ESU staff biologist Lorrie Bradley has determined that the

site has been completely disturbed and contains no native vegetation or habitats. Therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project is located within the limits of the County of San Diego Multiple Species Conservation Program (MSCP). Based on the findings dated April 24, 2009, the project has been found to be in conformance with the Biological Mitigation Ordinance (BMO) and Subarea Plan. The proposed project will not have significant adverse effects on sensitive species, and the County has made every effort to avoid impacts to sensitive resources. The portion of the channel to be affected by the proposed project is subject to periodic disturbance from flood control maintenance activities authorized and mitigated under the RGP 53 program (facility FC-103) in accordance with the no-net loss wetland standard. Therefore, any project impacts as a result of inconsistency with adopted plans, policies or ordinances that protect biological resources would be considered to be less than significant.

**V. CULTURAL RESOURCES** -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist, Carmen Zepeda-Herman on March 31, 2009, it has been determined that there are no impacts to historical resources because they do not occur within the project site. The results of the survey are provided in an historical resources report titled, *Negative Cultural Resources Survey for the Calavo Drive Drainage Improvements Project*, prepared by RECON Environmental, dated April 3, 2009. Therefore, no project-related impacts to historical resources will occur.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist Carmen Zepeda-Herman on March 31, 2009, it has been determined that the project site does not contain any archaeological resources. The results of the survey are provided in an archaeological survey report entitled, *Negative Cultural Resources Survey for the Calavo Drive Drainage Improvements Project*, prepared by RECON Environmental, dated April 3, 2009. Therefore, no project-related impacts to archaeological resources will occur.

- c) Directly or indirectly destroy a unique geologic feature?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

**No Impact:** The site does not contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features. Therefore, the project will not have impacts to unique geological resources.

- d) Directly or indirectly destroy a unique paleontological resource or site?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** A review of the County's Paleontological Resources Maps indicates that the project is located on a geological formation that has a marginal potential to contain paleontological resources. However, the proposed project is the replacement of an existing culvert. The project area has been previously excavated for the installation of the existing culvert. In addition, it is likely that the adjacent parcels have been previously graded for the development of the existing single-family homes. Therefore, the proposed project will not have a significant impact on paleontological resources.

- e) Disturb any human remains, including those interred outside of formal cemeteries?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist, Carmen Zepeda-Herman, on March 31, 2009, it has been determined that the project will not disturb any human remains because the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. The results of the survey are provided in an archaeological survey report entitled, *Negative Cultural Resources Survey for the Calavo Drive Drainage Improvements Project*, prepared by RECON Environmental, dated April 3, 2009.

**VI. GEOLOGY AND SOILS** -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997,

Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

ii. Strong seismic ground shaking?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) on Calavo Drive between Louisa Drive and Centinella Drive. No new buildings or structures are proposed as part of the project. Therefore, the project will *not* result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site is not within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the geologic environment of the project site is not susceptible to ground failure from seismic activity. In addition, the site is not underlain by poor artificial fill or located within a mapped floodplain. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction.

iv. Landslides?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |



Discussion/Explanation:

**Less Than Significant Impact:** The project site is within a "Landslide Susceptibility Area," as identified in the County Guidelines for Determining Significance for Geologic Hazards and has some areas that have slopes that are greater than 25 percent. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25 percent); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG).

While the project is located within an identified Landslide Susceptibility Area with a designation of "generally susceptible," the greatest height of any proposed slope as a result of grading to backfill the RCB is approximately eight feet, existing slopes adjacent to the road are of comparable size, and no structures are proposed at the foot of the slope that would be adversely impacted by the threat of landslides. In addition, no people would be anticipated to congregate at the foot of the slopes within the project area. Therefore, adverse impacts to structures or people due to the risk of landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). While the project will result in relatively steep slopes to backfill imported material over the RCB, slopes would not be greater than eight feet in height. The project will not result in unprotected erodible soils since the proposed slope would be hydroseeded and replanted and will not significantly alter existing drainage patterns. In addition, slopes of comparable size currently exist on the project site. The project will comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING). Due to these factors, there would be no project impacts related to substantial soil erosion or the loss of topsoil.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** While relatively steep slopes, not higher than eight feet, would be created as part of the project due to backfilling of imported material to cover the RCB, long-term BMPs, such as hydroseeding and planting with native plants would reduce risks from landslides. In addition, the project site currently has slopes of comparable size and is not located in an area considered highly susceptible to landslides. Therefore potential impacts from unstable geologic conditions would be less than significant. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is located on expansive soils as defined within Table 18-I-B of the Uniform Building Code (1994). This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. The soils on-site are DcD; however the project will not have any significant impacts because the project is not proposing any buildings or structures.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) on Calavo Drive between Louisa Drive and Centinella Drive. The project does not propose any septic

tanks or alternative wastewater disposal systems. No project related impacts would occur.

**VII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity. In addition, the project does not propose to demolish any existing structures onsite and therefore would not create a hazard related to the release of asbestos, lead based paint or other hazardous materials from demolition activities. Therefore, the project will not result in impacts associated with exposure of people to hazardous substances or wastes.

- b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect or result in impacts on an existing or proposed school.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on a site visit and regulatory database search, the project site has not been subject to a release of hazardous substances. The project site is not included in any of the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5., the San Diego County Hazardous Materials Establishment database, the San Diego County DEH Site Assessment and Mitigation (SAM) Case Listing, the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database ("CalSites" Envirostor Database), the Resource Conservation and Recovery Information System (RCRIS) listing, the EPA's Superfund CERCLIS database or the EPA's National Priorities List (NPL). Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash), is not on or within 1,000 feet of a Formerly Used Defense Site (FUDS), does not contain a leaking Underground Storage Tank, and is not located on a site with the potential for contamination from historic uses such as intensive agriculture, industrial uses, a gas station or vehicle repair shop. Therefore, the project would not create a significant hazard to the public or environment.

- d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), a Comprehensive Land Use Plan (CLUP), within a Federal Aviation Administration Height Notification Surface, or within two miles of a public airport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

- e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

**No Impact:** The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out. Therefore, the project will not result in impacts due to interference with an operational emergency plan or a multi-jurisdictional hazard mitigation plan.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

**No Impact:** The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation. Therefore, the project will not result in impacts due to interference with a nuclear power station emergency response plan.

iii. OIL SPILL CONTINGENCY ELEMENT

**No Impact:** The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline. Therefore, no project related impacts would occur.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

**No Impact:** The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct. Therefore, no project related impacts would occur.

v. DAM EVACUATION PLAN

**No Impact:** The Dam Evacuation Plan will not be interfered with because the project is not located within a dam inundation zone. Therefore, no project related impacts would occur.

- g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) on Calavo Drive between Louisa Drive and Centinella Drive. The proposed project is completely surrounded by urbanized areas and/or irrigated lands and no wildlands are adjacent to the project. The project will not expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires. Therefore, no project related impacts would occur.

- h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) on Calavo Drive between Louisa Drive and Centinella Drive. The existing CMP does not adequately convey storm flows through the project area. The new box culvert will better convey storm flows through the area, reducing the potential for standing water. Therefore, the project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies. Therefore, no project related impacts would occur.

**VIII. HYDROLOGY AND WATER QUALITY** -- Would the project:

a) Violate any waste discharge requirements?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls) which requires a NPDES General Construction Permit and a Water Quality Certification, both from the CA Regional Water Quality Control Board.

The project's conformance to the waste discharge requirements associated with the permits listed above ensures the project will not create considerable water quality impacts related to waste discharge because, through the permit, the project will conform to Countywide watershed standards in the JURMP and SUSMP, derived from State regulation to address human health and water quality concerns. Therefore, the project will not impact either individually or cumulatively water quality from waste discharges. Therefore, any potential project related impacts that may occur would be considered to be less than significant.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project lies in the Jamacha hydrologic subarea (909.21), within the Sweetwater hydrologic unit. According to the Clean Water Act Section 303(d) list, July 2003, although portions of the San Diego Bay are impaired for coliform bacteria, no portion of the Sweetwater River, which is tributary to the Bay, is impaired. Constituents of concern in the Sweetwater River watershed include coliform bacteria and trace metals; however the creek within in the project area is not listed as impaired.

The project proposes the following activities that are associated with these pollutants: construction activities including grading that could cause sediment and soils to be released off site and carried downstream from the project. However, site design measures and/or source control BMPs and/or treatment control BMPs will be employed such that potential pollutants will be reduced in any runoff to the maximum extent practicable so as not to increase the level of these pollutants in receiving waters. As a result the project will not contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d). Regional surface water and storm water permitting regulation for County of San Diego, Incorporated Cities of San Diego County, and San Diego Unified Port District includes the following: Order 2001-01 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; County Watershed Protection, Storm Water Management, and Discharge Control Ordinance (WPO) (Ord. No. 9424); County Storm water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426). Therefore, any potential project related impacts that ay occur are considered to be less than significant.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.



The project lies in the Jamacha hydrologic subarea (909.21), within the Sweetwater hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply, industrial service supply; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; preservation of biological habitats of special significance; and rare, threatened, or endangered species habitat.

Construction activities including grading that could cause sediment and soils to be released off site and carried downstream from the project. However, site design measures and/or source control and treatment control BMPs will be employed to reduce potential pollutants in runoff to the maximum extent practicable, such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. 0.25 mile). Therefore, no impact to groundwater resources is anticipated.

- e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). Currently, the existing CMP on the east side of Calavo Drive is unable to properly convey stormwater during large storm events. The proposed seven-foot by ten-foot RCB would properly convey these flows following storm events under Calavo Drive and to the west, resulting in less ponding and backup on the east side. However, conveyance of these flows to an existing drainage west of Calavo Drive would not significantly alter the existing drainage of the site and would not result in substantial erosion or siltation on- or off-site.

Minor erosion or siltation may occur during construction activities. The project is required to implement site design measures and/or source control BMPs and/or treatment control BMPs as appropriate to reduce potential pollutants to the maximum extent practicable from entering storm water runoff. Erosion and sedimentation will be controlled within the boundaries of the project site. The project will not contribute to a cumulatively considerable impact. For further information on soil erosion refer to VI., Geology and Soils, Question b. Therefore, any potential project related impacts that occur are considered to be less than significant.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). Currently, the existing CMP on the east side of Calavo Drive is unable to properly convey stormwater during large storm events. The proposed 7'x10' RCB would properly convey these flows following storm events under Calavo Drive and to the west, resulting in less ponding and backup on the east side. However, conveyance of these flows to an existing drainage west of Calavo Drive would not significantly alter the existing drainage of the site and would not result in substantial erosion or siltation on- or off-site. The proposed project will not significantly alter established drainage patterns or significantly increase the amount of runoff for the following reasons:

- Drainage will be conveyed to either natural drainage channels or approved drainage facilities.
- The project will not increase water surface elevation in a watercourse with a watershed equal to or greater one square mile by 0.2-foot or more in height.
- The project will not increase surface runoff exiting the project site equal to or greater than one cubic foot/second.

The project will not contribute to a cumulatively considerable alteration or a drainage pattern or increase in the rate or amount of runoff, because the project will substantially increase water surface elevation or runoff exiting the site, as detailed above. Therefore, any potential project related impacts that may occur are considered to be less than significant.

g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The new box culvert has been designed to adequately convey existing storm flows. The project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Therefore, no project related impacts would occur.

h) Provide substantial additional sources of polluted runoff?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project has the potential to result in the release of polluted runoff from construction activities including grading that could cause sediment and soils to be released off site and carried downstream from the project. However, the site design measures and/or source control and treatment control BMPs will be employed such that potential pollutants and runoff will be reduced to the maximum extent practicable. Refer to VIII Hydrology and Water Quality Questions a, b, c, for further information. Therefore, potential impacts from providing substantial sources of polluted runoff would be less than significant.

- i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No FEMA mapped floodplains, County-mapped floodplains or drainages with a watershed greater than 25 acres were identified on the project site; therefore, no impact will occur.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project site is not within a flood hazard area, as identified on the Flood Insurance Rate Map or County Floodplain Map. In addition, the project is not proposing to place structures with a potential for human occupation within these flood hazard areas. Therefore no impact to housing within a 100-year flood hazard area would occur.

- k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project site is not within a flood hazard area, as identified on the Flood Insurance Rate Map or County Floodplain Map. In addition, the project is not proposing to place structures with a

potential for human occupation within these flood hazard areas. Therefore no impact to housing within a 100-year flood hazard area would occur.

- l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the property. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding. Therefore, no project related impacts would occur.

- m) Inundation by seiche, tsunami, or mudflow?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

- i. SEICHE

**No Impact:** The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche. Therefore, no project related impacts would occur.

- ii. TSUNAMI

**No Impact:** The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated. Therefore, no project related impacts would occur.

- iii. MUDFLOW

**No Impact:** Mudflow is type of landslide. The site is located within a streambed in a general landslide susceptibility zone, but is not considered highly susceptible. The geologic environment of the project area has a low probability to be located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity. In addition, though the project does propose land disturbance that has the potential to expose unprotected soils, BMPs would be implemented to reduce

erosion that could trigger a mudflow. However, no structures or features that could accommodate congregations of people are proposed downstream of the project site. Therefore, any potential project related impacts that may occur are considered to be less than significant.

**IX. LAND USE AND PLANNING** -- Would the project:

a) Physically divide an established community?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project does not propose the introduction of new infrastructure such as major roadways or water supply systems, or utilities to the area. Therefore, the proposed project will not significantly disrupt or divide the established community. Therefore, no project related impacts would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The new RCB will be placed in the same location as the existing RCP. The new RCB will accommodate 100-year flood flows. The proposed project is consistent with all applicable land use plans, policies, or regulations of an agency with jurisdiction over the project, including the Clean Water Act, CA Fish and Game Code, local policies and ordinances, including the County's Multiple Species Conservation Program and policies identified in the Valle de Oro Community Plan. Therefore, no project related impacts would occur.

**X. MINERAL RESOURCES** -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Potential Mineral Resource Significance” (MRZ-3). However, the project site is surrounded by densely developed land uses including high density residential and commercial uses; which are incompatible to future extraction of mineral resources on the project site. In addition, the new drainage facility will be located in the same location as the existing CMP culvert. Therefore, implementation of the project will not result in the loss of availability of a known mineral resource that would be of value since the mineral resource has already been lost due to incompatible land uses. Therefore, any potential project related impacts that may occur are considered to be less than significant.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site is zoned RS4 and RR2; which are not considered to be Extractive Use Zones (S-82) nor does it have an Impact Sensitive Land Use Designation (24) with an Extractive Land Use Overlay (25) (County Land Use Element, 2000). Therefore, no potentially significant loss of availability of a known mineral resource or locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan will occur as a result of this project. Therefore, no project related impacts would occur.

**XI. NOISE** -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes an unmanned facility that would not include the use of any noise-generating equipment upon the completion of construction that could impact surrounding uses, including residential uses. In addition, the project does not propose any additional average daily traffic (ADT) volumes; therefore, the proposed project will have no traffic noise impacts on sensitive receptors.

Construction activities would involve a number of different operations and equipment including but not limited to earthwork including excavations, loading, and hauling of material with an excavator or backhoe, a bulldozer, and a number of trucks; concrete excavation including saw cutting; creation of roadway subdrains including earth excavation, placement of fabric and piping, and crushed rock dumping with an excavator, haul trucks, and rock dump trucks; and general construction activities. Construction noise levels would be temporary in nature and would not exceed County noise level standards for construction activities. The project will not generate construction noise that may exceed the standards of the County of San Diego Noise Ordinance (Section 36-410). The project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance. Furthermore, the project proposes the development and implementation of a noise control plan to minimize possible short-term nuisance.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels. Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive



groundborne vibration or groundborne noise levels on-site or in the surrounding area. Therefore, no project related impacts would occur.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is to replace and upgrade an existing road drainage system to accommodate storm flows in the project vicinity. The project is for an unmanned facility that does not support any noise-generating equipment. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity. Therefore, no project related impacts would occur.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project would involve the installation of upgraded underground drainage facilities to accommodate storm flows in the project vicinity and would not support any noise-generating equipment upon completion of construction. Temporary construction noise generated from the operation of heavy equipment and truck traffic would constitute the primary noise impact from the proposed project. The temporary increase over existing ambient levels for general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410); which are derived from State regulation to address human health and quality of life concerns. Therefore, potential impacts resulting from substantial temporary or periodic increase in existing ambient noise levels during project construction would be less than significant.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within two miles of a public airport or public use airport. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels. Therefore, no project related impacts would occur.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels. Therefore, no project related impacts would occur.

## **XII. POPULATION AND HOUSING** -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The current facility

is undersized and is unable to accommodate the existing storm flows in the area. The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area. Therefore, no project related impacts would occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project will not displace any existing housing since the site is partially located within the road right-of-way for Calavo Drive and areas within the PIA that are outside road right-of-way do not contain existing housing. Permanent drainage and slope easements will need to be acquired from the property owners adjacent to the culvert. The easements will not result in the displacement of any homes. Therefore, the project will have no impact on the displacement of substantial numbers of housing. Therefore, no project related impacts would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project will not displace any existing housing since the site is partially located within the road right-of-way for Calavo Drive and areas within the PIA that are outside road right-of-way do not contain existing housing. In addition, no housing or structure that accommodates large congregations of people currently exists within the PIA. Permanent drainage and slope easements will need to be acquired from the property downstream of the culvert. The easements will not result in the displacement of any homes. Therefore, the project will have no impact on the displacement of substantial numbers of people.

### **XIII. PUBLIC SERVICES**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The project does not involve the construction of new or physically altered governmental facilities including, but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times, other performance service ratios or objectives for any public services. The project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. Therefore, no project related impacts would occur.

### **XIV. RECREATION**

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The project does not propose any residential use, included but not limited to a residential

subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Therefore, no project related impacts would occur.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment and no project related impacts would occur.

**XV. TRANSPORTATION/TRAFFIC** -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes drainage improvements along Calavo Drive and would not result in a long-term increase in traffic volumes or capacities along these two roads. Therefore, the proposed project will have no long term direct or cumulative impact on the existing traffic load and capacity of the street system. The proposed project would generate short-term traffic during construction. Short-term traffic would include transport of heavy construction equipment to and from the project site, truck traffic associated with hauling construction components and materials to the site and removal of spoils and/or debris, and construction workers commuting to and from the construction site. Calavo Drive between Louisa Drive and Centinella Drive would need to be closed during construction, however access would be maintained at all times for local residents. During this time, traffic north of the project site would utilize Louisa Drive to access Avocado Blvd. and traffic south of the project site would use the southern portion of Calavo Drive to access Avocado Blvd. according

to the Traffic Control Plan that has been developed for the project. This temporary detour would shift the distribution of ADTs to these roadways. However, the temporary increase in vehicle trips redistributed during the construction period on the detour route would be localized and minimal in volume. Therefore, construction period temporary impacts would be considered less than significant.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency and/or as identified by the County of San Diego Transportation Impact Fee Program for designated roads or highways?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The proposed project would generate short-term traffic during construction. Short-term traffic would include transport of heavy construction equipment to and from the project site, truck traffic associated with hauling construction components and materials to the site and removal of spoils and/or debris, and construction workers commuting to and from the construction site. In addition, redistributed ADTs on the detour route are anticipated during periods when Calavo Drive is closed at the project site; however, access would be maintained at all times for local residents. These temporary increases in traffic volumes are anticipated to be minimal and localized and would not impact the level of service of the road. The proposed project will have no direct or cumulative impact on the level of service standard established by the County congestion management agency for designated roads or highways.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport; therefore, the project will not result in a change in air traffic patterns. Therefore, no project related impacts would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project will not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create or place curves, slopes or walls, which impede adequate site distance on a road. Therefore no impact would occur due to design feature hazards.

e) Result in inadequate emergency access?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project will not result in inadequate emergency access. The project proposes drainage improvements along Calavo Drive. According to the Traffic Control Plan prepared for the project, closure of Calavo Drive will required during the construction period, however access would be maintained at all times for local residents. During this time, a detour route would be set up to direct traffic north of the project site onto Louisa Drive for access to Avocado Blvd. south of the project site will access Avocado Blvd. via the southern portion of Calavo Drive. Therefore, emergency access will be maintained for all homes and other facilities in the vicinity of the project site during this time and no impact to emergency access would occur.

f) Result in inadequate parking capacity?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No on-site or off-site parking is required or proposed. The proposed project is drainage improvements along Calavo Drive. The will not result in an insufficient parking capacity on-site or off-site. Therefore, no project related impacts would occur.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would involve the replacement of an existing 18-inch and 60-inch CMP type culverts. The new culvert will consist of a ten-foot by seven-foot box culvert, approximately 95 feet long (~ 120 feet with wing walls). The proposed drainage improvement project does not propose any hazards or barriers for bicyclists, pedestrians, or transit riders. In addition, no public bus routes follow Calavo Drive. The project will not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, no project related impacts would occur.

**XVI. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements. No project related impacts would occur.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The project does not include new or expanded water or wastewater treatment facilities that



could cause significant environmental effects. Therefore, no project related impacts would occur.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The project proposes replacement of an existing 60-inch CMP culvert with a seven-foot by ten-foot RCB to be placed in the same location because the existing drainage facility does not properly convey stormwater flows from large storm events. The box culvert is designed to adequately convey the existing storm flows. In addition, the project has not been designed to allow for increased flows due to additional residential, commercial, or industrial uses. Therefore, the project will not require any construction of new or expanded facilities to convey more than existing flows, which could cause significant environmental effects. No project related impacts would occur.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive. The proposed project does not involve or require water services from a water district. The project is the replacement of an existing drainage facility that does rely on water service for any purpose. Therefore, no project related impacts would occur.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes drainage improvements along Calavo Drive; therefore, the project will not require and will not interfere with any wastewater treatment provider's service capacity. Therefore, no project related impacts would occur.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project proposes drainage improvements along Calavo Drive and will not generate any solid waste upon completion of construction. Implementation of the project will generate solid waste during construction. Pavement, concrete waste, and other materials generated from demolition of existing facilities are not expected to place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore potential impacts to solid waste facilities would be considered less than significant.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Implementation of the project will generate solid waste during the construction phase of the project. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). The project will deposit all solid waste generated during construction at a permitted solid waste facility and therefore, will comply with Federal, State, and local statutes and regulations related to solid waste. Therefore, no project related impacts would occur.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE:**

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. There is no substantial evidence that there are biological or cultural resources that are significantly affected or associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

The following list of past, present and future projects were considered and evaluated as a part of this Initial Study:

PROJECT NAME	PERMIT/MAP NUMBER
Honeycutt Administrative Permit	AD 99-023
Ekard Administrative Permit	AD 02-022
Foothills United Methodist Church	P 72-337
Helix/Nextel Administrative Permit	AD 01-040

**Less than Significant Impact:** Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- ☐ Potentially Significant Impact      ☒ Less Than Significant Impact  
☐ Less Than Significant With Mitigation Incorporated      ☐ No Impact

Discussion/Explanation:

**Less than Significant Impact:** In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

## XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to [www.leginfo.ca.gov](http://www.leginfo.ca.gov). For County regulation refer to [www.amlegal.com](http://www.amlegal.com). All other references are available upon request.

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